



NEWS

OREGON DEPARTMENT OF TRANSPORTATION

Season's Greetings

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104 STATE TRANSPORTATION BUILDING, SALEM 97310

DECEMBER 1980

Work progresses on I-205 bridge

Construction on the Glenn L. Jackson (I-205 Columbia River) Bridge east of Portland is progressing on schedule, according to Al Harwood, projects engineer for the Highway Division.

The bridge was named after the former chairman of the Oregon state Highway and Transportation Commissions. Estimated cost of the project is \$175 million. Construction is being done under five separate contracts, with a completion date set for late 1982. Work under the first contract, the North Channel substructure and embankment on Government Island, has been completed.

The Washington Highway Division awarded the contract and is supervising work on the second contract, the Washington approach, where work is about 75 percent complete.

Unique construction

The North Channel superstructure, the third contract, is taking shape and attracting attention of passing motorists. Viewers can see the constructed bridge decks extending out from the Washington shore and Government Island. Work is about one-third finished, with the connection to the Washington approach from the north shore already completed.

Because shipping lanes of the Columbia River must be kept open to river traffic, innovative techniques are being employed in constructing this portion of the bridge.

Working north from Government Island, pre-cast segments, weighing up to 200 tons, are lifted 30 to 150 feet into place. Working south from the Washington shore,

cast-in-place cantilevered method of construction is used. This allows concrete roadway sections to be poured with no visible support structure. Since neither method involves falsework, shipping lanes remain open.

Work on the fourth contract, the South Channel Bridge, is about 60

percent complete.

Harwood said the fifth and final contract, a miscellaneous one covering paving, signing and illumination, will be let when the bridge work is further along.

All contract letting and construction supervision, except the Washington approach, is being

done by the Oregon Highway Division.

The bridge will be the final link in the eastside bypass of Portland and Vancouver. The project will provide four 12-foot travel lanes with 10-foot shoulders in each direction.

Bike path included

The lanes will be separated by a 12-foot median containing a combination bike and pedestrian path.

Length of the total project will be 11,750 feet. Twin structures, each 7,460 feet long, stretch between Government Island and the Washington shore. And twin structures, each 3,120 feet long, cross the south channel between Oregon and Government Island. The two pairs of structures will be separated by paved land fill across Government Island.

Compensation plan available

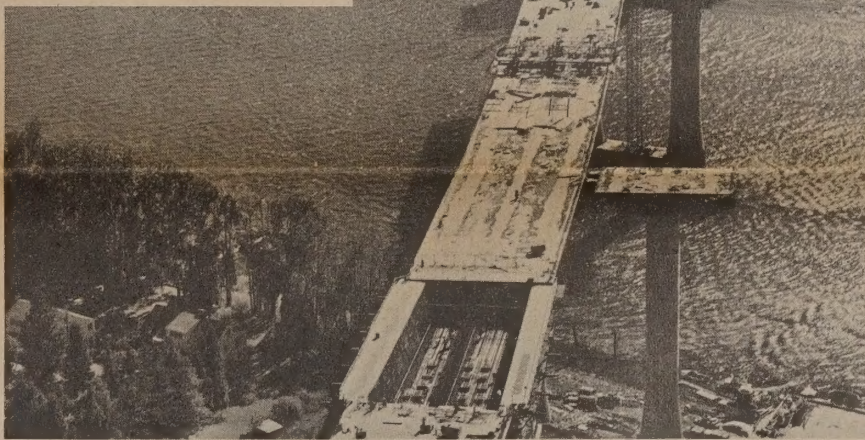
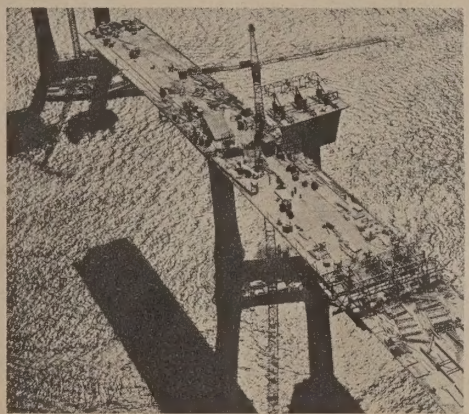
Employees interested in the state's Deferred Compensation Plan may enroll now through Dec. 31.

Under the plan, employees may set aside a portion of their income now, and not pay any federal or state income tax on that money until it is received after termination from state service.

Employees may defer up to 15 percent of their gross monthly salary, not to exceed \$625 per month. Minimum amount is \$15 per month.

Another open enrollment period is scheduled for May 15 through June 30, 1981.

Further information may be obtained by calling 378-3156, or the state's toll-free number, 1-800-452-7813.



This view from the Washington shore toward Government Island and Oregon, shows work in progress on the Glenn L. Jackson (I-205 Columbia River) Bridge. The Washington approach and the superstructure of the bridge are in the process of being joined. Delicately balanced on a single pier, (see inset), this section of the bridge is cantilevered 296 feet from its pier. On this portion, sections are poured in place using cantilever construction permitting concrete roadway sections to be poured with no visible support structures. This method permits river traffic to pass with little or no interruptions.

In legislative package

Variable gas tax bill top priority

A bill to establish a variable gas tax is the top ODOT priority among a package of 36 proposed measures that will be introduced in the 1981 legislative session.

Also important to the department is a measure that would increase the annual motor vehicle registration fee from \$10 to \$20.

All measures in ODOT's package have been reviewed and approved for submission by the Transportation Commission and Gov. Vic Atiyeh.

The variable fuel tax would be computed annually by either:

--Multiplying seven cents (the state gas tax per gallon) by an inflation factor; or

--Multiplying the amount of revenue received in the previous year by an inflation factor, and dividing the result by the total number of

taxable gallons.

The inflation factor used in the computation will be based on the Portland Consumer Price Index.

Weight-mile taxes would also be computed on a variable formula.

Revenues down again in Sept.

The downward trend in gas tax revenue took an even sharper than usual dip during September, according to a report from the ODOT Fiscal Office.

Revenue was down 7.5 percent below September, 1979. So far, gas tax revenue for fiscal year 1980 is 7.1 percent under the same period in 1979.

Among seven bills from the Aeronautics Division is one that would increase the aviation gas tax by 2 cents per gallon, and the jet fuel tax by a half cent per gallon.

Highlighting the Highway Division's six bills is one to deposit proceeds from the sale of specialized license plates directly into the Highway Fund rather than the General Fund.

A variety of fee increases are the priority items among the Motor Vehicles Division's dozen bills.

Major bill among the three requested by the Parks and Recreation Division is one to give citation authority to parks personnel to enforce rules and regulations.

A listing of the entire package, in bill summary form, is available in the Office of Intergovernmental and Public Affairs 378-6546.

Inside



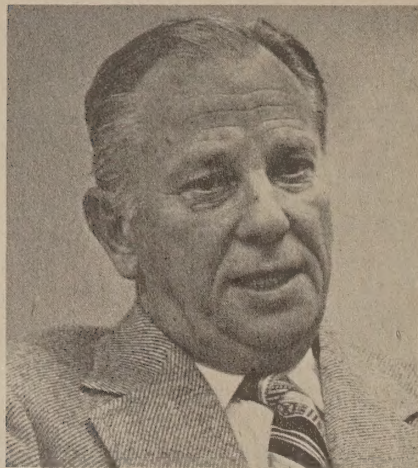
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Director's Corner

FRED KLABOE



The 1980 elections are finally over, and as all of you know, the 2-cent gas tax increase failed again. I must admit that right now I don't know quite where to look for more revenue. Collections of gas taxes have fallen 7 percent each year for the past two years, and we con-

Work finished; crews transfer

The resident engineer office in Grants Pass is being consolidated with the office in Medford because of lack of work in the area, said Carroll Keasey, construction engineer.

Keasey said there was not enough work in the Six-Year Highway Improvement Program to support two full-time crews. He said if work does develop, a crew will be moved in.

Seven persons were involved in the shift, Keay said, and there would be no layoffs. Under the program, Keith Martin, resident engineer, will come to Salem to work on claims in the Construction Section. Assistant Resident Terry Nichols will transfer to Coquille to work under Frank Morrison. The balance of the crew will transfer to Medford between now and the first of the year.

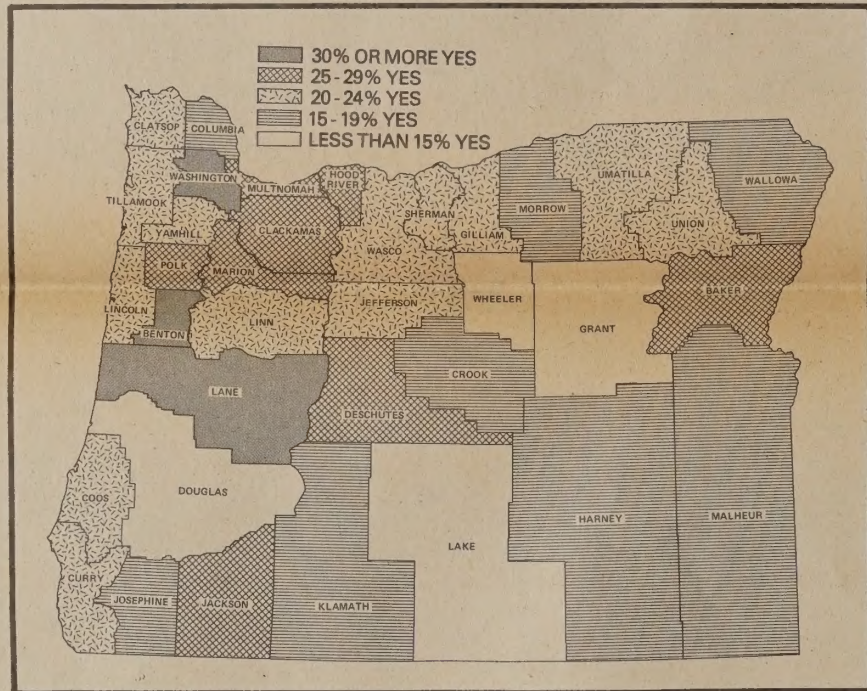
tinue to have a very high rate of inflation. It doesn't take an economist to see that these factors must lead to doing less and less highway work. This is, in fact, already happening. Important jobs have been cancelled or delayed and more will be so treated in the next few years.

Well, that's enough of the bad news. Let's all hope that President-elect Reagan can turn around the high inflation rate of the past four years. That is the way all of us, as well as the Department, can benefit.

Dave Williams, Rail Planner with our Planning Section, has won the President's award from the American Association of Highway and Transportation officials. This is a very prestigious award. Congratulations, Dave.

Merry Christmas and a Happy New Year to all of you. And thank you all for your good work and support during this past year.

Fred Klaboe



Horse stop

Rest area established

The Lone Ranger and Silver could have been honored guests at Santiam Rest Area on Nov. 25.

The date marked the dedication of a rest area for horses, which a determined group of equestrians fought to establish for over a decade. The group is headed by Earl Flick, who served as Wagonmaster for the Oregon Wagon Trail during the 1976 Bicentennial celebration, and is a member and advisor for various equestrian groups and trail councils.

Horsemen have long sought facilities adjacent to the freeway system to provide "hoof-easing" horse stops for their trailered charges. They say horses should not be trailered more than three or four hours without a break for exercise and water.

The horsemen have been forced to make detours, and seek fair grounds or farm lands to make their rest stops. It is estimated Oregon has approximately 125,000 horses traveling to shows, rodeos, fairs, races and trail rides.

After years of discussion, an agreement was finally reached between the division and the equestrian groups that space for a facility could be provided at the Santiam Rest Area, located adjacent to I-5, about 12 miles south of Salem. It would have to be built without any cost to the Highway Fund, and be separated from the area used by motorists.

Various Oregon equestrian clubs, including Oregon Equestrian Trails, Oregon Association of Mounted Sheriff's Poses, Oregon Horsemen's Association, and several other groups, donated time, money and labor to construct the facility, including an enclosed corral 80 by 120 feet, at no expense to the state.

Election returns parallel '76, '78

Returns from the November 4 general election balloting show that Measure 4 lost by substantial margins in every one of Oregon's 36 counties.

Final unofficial statewide totals were 822,344 (27 percent) Yes votes to 298,890 (73 percent) No votes.

The map (left) illustrates the voting patterns. The most positive vote (37 percent Yes) came from Benton County.

Overall voting pattern on Measure 4 was similar to patterns found during the two previous gas tax elections in 1976 and 1978, with the more urban Willamette Valley counties generally being the most supportive.

A one cent increase lost 48 percent to 52 in the last presidential election. During the May, 1978 primary election, a two-cent increase lost 36 percent to 64.

Letters to the Editor

Professionalism and cooperation

Dear VIA:

With the completion of the busway rigid frame (N. Banfield Interchange) project, I am writing this letter to express my admiration and appreciation for Mr. Arvey Nelson and his fine crew.

From start to finish, Arvey, Al Stormo, Don Bartell, Erle Calhoun and especially chief inspector Terry Mowry, displayed professionalism and cooperation which resulted in a relatively trouble-free project for the contractor and the best possible job for the State.

In closing, I have enjoyed working with Arvey's crew on this project and look forward to working with it on another. This group is truly an asset to your organization.

Very truly yours,

Roy E. Ladd, Inc.
General Contractor

Mark Gerber
Superintendent

EDITOR'S NOTE: Following is an excerpt from a letter a McMinnville businessman wrote recently to Gov. Vic Atiyeh. VIA reprints it as a reminder that, as ODOT employees, we are continually under scrutiny by the tax-paying public, who, understandably, want to know their money is used efficiently and effectively.

Citizen complains

Gov. Atiyeh:

I am going to relate an incident which happened in early September of this year.... This sticks in my mind as at the time, I was listening to the news reports on the Governor's recommendations for dealing with revenue cutbacks.

I was returning from a construction site in Grande Ronde, when I passed a State Highway Department pickup truck in which were two men. One was sound asleep. Just ahead of this pickup, was a ten-yard dump truck with three men in the cab. Both of these

trucks were moving at approximately 5 mph down the shoulder of the road. As it was then after lunch, I could only assume at the above rate, they would be home by quitting time.

Further up the road I was slowed up by a State Highway crew cleaning ditches. There were seven or eight pieces of equipment in the area and around a dozen bodies. Of all these people, a maximum of four were doing something, productive or not, with two of the machines. The remainder of the people were lounging on the road bank or standing talking to each other with the rest of the equipment setting, burning up fuel.

This is not an isolated incident. It is common practice and is happening each day over the entire state. It is a direct result of rewarding and rating governmental agencies by the amount of money they can dispose of rather than what they can save. Mr. Governor, this is an example of what people are talking about when they demand tax cuts



Oregon Transportation Commission

Chairman

Anthony Yturri

Members

Peter J. Brix

B. Gordon Coleman

Michael P. Hollern

Tom Walsh

Director

Fred B. Klaboe

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and which will most certainly pass such radical bills as the one percent property tax limitation.

I do not mean to pick on ODOT but they are the most visible example of waste in government to the average citizen. I realize, as most taxpayers do, that there are other departments that are just as wasteful and which may also have become unmanageable.

Sincerely,

Name withheld by VIA

Scuba divers form underwater inspection team

The problem of bridge failure is a serious one. It is estimated 150 bridges in the United States sag, buckle or collapse each year. Oregon is one of the few states with a program to prevent some of these problems from happening.

Oregon formed its underwater bridge inspection program in 1968. Today, a seven-member diving crew inspects between 40 and 50 bridges a year. It is also called on to make emergency inspections for damage caused by collisions or floods.

This was the case last month in Harrisburg. Gerry Test, senior structural designer and diving unit coordinator, said the Region 2 bridge maintenance engineer called him about the Willamette River bridge. Erosion along the river banks had caused cottonwood trees to fall into the river and become tangled around the piling under the bridge.

"We ended up sawing the logs in the water to try and break them up," Test said.

Underwater problems

There are two basic problems which Test said the diving team looks for most frequently. One is scour damage, where water current carries the river bottom away from under the bridge piling.

Second are marine borers--small marine life which eat the wood piling under the bridge footings.

Test said the Harrisburg bridge had a severe scour problem.

"The water was hitting the piling at an angle instead of head-on as the bridge was designed for it to do," he explained. "The channel changing and water turbulence caused the bottom to degrade rapidly. Two years ago the pilings were completely exposed."

Test said his crew filled in the bottom around the piling with wire and rock to stabilize it.

"Harrisburg is a very interesting place to dive," Test said. "The high velocity and turbulence of the

water makes swimming impossible. All you can do is get down to the piling and hang on."

Diving engineers

Test said the Highway Division was fortunate from the beginning of the program to recruit divers with engineering backgrounds who could evaluate any underwater problems on the spot.

The divers, operating in teams of three, inspect bridges statewide. They check underwater construction while it is in progress, and do many underwater maintenance jobs such as placing submarine cables and clearing debris from



Highway Division divers don suits and go for a what looks like chilly November swim under the Willamette River bridge in Harrisburg. Divers Gerry Test, Jim Kendall and Don Dean are members of the division's underwater inspection team. The divers' special dry suits are designed to keep them warm even in the 53 degree water. To break up the debris, divers sawed the logs in the water, then attached a cable to pull them free of the bridge piling.



around bridge piers.

Test said they dive nine months a year, from March through November. Bad water conditions, not freezing temperatures, keep the divers on land in winter.

About three years ago, the members, who own and maintain their diving equipment, invested in \$700 dry suits. These suits have special zippers and seals around the wrists and neck to keep water out. They are worn over long underwear, and Test said the divers stay warm inside them no matter what the water temperature.

"Prior to getting our dry suits, we just dove in wet suits," Test said, "and we got pretty cold sometimes."

Test said diving inspections are not only a safeguard against possible structural failure, but are also useful as a general bridge maintenance repair program.

Late season park use up

Summertime use of Oregon State Park facilities in 1980 was at about the same level as 1979, although it appears a late summer surge may result in increases for the fiscal year which ends June, 1981.

Campsites sold during June, July and August, 1980, totaled 310,028, according to Steve Johansen, parks operation planner. For the same three months of 1979, 296,810 sites were sold.

Day use of park facilities was down slightly in 1980, compared to 1979, from 14,501,273 to 14,344,305.

Based in part on the late summer surge, it is anticipated a recent annual decline in campnights will be reversed. It is expected that campnight attendance for the current fiscal year will reach 1,500,000, up from the 1,468,204 of fiscal 1979-80. Campnights had declined in each of the last three years.

Team work nets buses for four Oregon communities

Public transit systems in Eugene, Corvallis, Roseburg, and Medford received 27 new 40-passenger buses last month. Most were replacements for old, worn-out buses, according to Maxine Newell, program manager for the Public Transit Division.

"This was a unique transaction," Newell said. "Seven government agencies pulled together to get buses for four Oregon communities. They transcended a maze of red tape in getting vehicles purchased and into service."

Newell explained that the Lane Transit District (LTD), Eugene-Springfield, received federal and state approval for 90 percent funding of 18 vehicles, plus permission to buy 22 more. However, when purchase time came, LTD had money for only the first 18 buses and was unable to utilize the op-

tion to buy the additional 22.

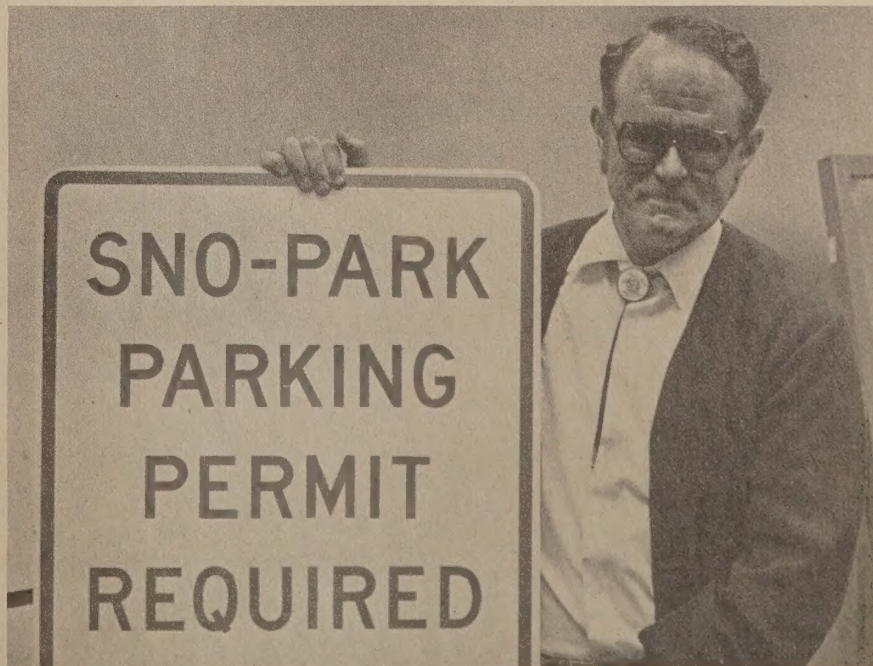
LTD informed Eric East, deputy public transit administrator, of its funding limitation, and asked that at least some of the other buses be made available for purchase by other transit systems in Oregon.

East assisted Corvallis, Roseburg, and Rogue Valley transit systems with the technicalities involved in purchasing the extra buses.

Average cost per bus, with wheelchair lift, was \$112,000, requiring about \$12,000 each of local match money.

The three communities were able to meet the requirements and purchase three buses each.

Federal agencies involved in the transactions were the United Mass Transportation Administration, and the Federal Highway Administration.



John Sheldrake, maintenance operations engineer for the Highway Division, displays one of the new Sno-park signs being erected in winter recreation areas throughout the state. Revenue from sale of \$1 daily, or \$5 annual, Sno-park permits pays for clearing of roads and parking areas by Highway crews. Permits are sold at Motor Vehicles offices, sporting goods stores, and ski areas. Permits are required Nov. 15 through April 30.

Highway construction yields historic artifacts

Motorists traveling down a modern freeway may not realize it, but chances are they are following ancient paths and trails developed by early inhabitants of the area.

Highway construction projects often provide a fertile field for unearthing historic settlements and artifacts dating back to prehistoric times, according to Pieter Dykman, research coordinator for the Environmental Section of the Highway Division.

Strict federal laws have been passed, said Dykman, to protect these finds because land which has been disturbed loses its archaeological value. Not only may certain objects be destroyed, Dykman said, but the sequence of deposit may also be altered.

Relationship vital

The chronological relationship of tools to the various peoples who have inhabited the area, for example, are a vital consideration of cultural reconstruction, Dykman said.

If archaeological sites are found during the reconnaissance survey, Dykman said, all mapping, recording and evaluation, and any salvage or other mitigation procedures will be completed prior to construction activities. Reports are submitted by personnel of the Oregon State Museum of Anthropology of the University of Oregon to the Highway Division and to the Federal Highway Administration.

For the past four years the High-

way Division has had a contract with the museum, and Dr. Richard M. Pettigrew of the staff serves as survey archaeologist for the division. He described the program as the largest single archaeological program in the state. It has protected several important links with man's past, he said.

"One of the most significant finds in the highway program," Maxine Banks, ODOT environmental specialist said, "was along the shores of Lake Abert in Lake County, where a major realignment and widening of US 395 had been planned."

Preliminary reconnaissance indicated prehistoric life was likely to have roamed the area, she said. As a result, construction was held in abeyance while a search was made. Normally, in Oregon, she said, most discoveries are below the ground, but at Lake Abert they were partially above.

Large village unearthed

Test excavations indicated evidence of a large sedentary, or village-dwelling, society with a population of approximately 5,000. The people lived in stone houses and earth lodges along the lake perhaps as much as 3,000 years ago. At that time, the lake was at a higher level, and was able to support the population, which was extremely large for a settlement of that era.

In addition to the stone and earth dwellings, dozens of stone carvings, were uncovered.

Because of the find, highway construction work was curtailed and the area preserved for future exploration work.

Dykman said archaeologists prefer to bypass an area where artifacts are found, but in many cases it is almost impossible to realign the highway, so salvage work is done prior to the start of a project.

Several years ago while working on a reconstruction project of ORE 22 near Salem, a site dating back approximately 4,000 years was discovered. Pettigrew said the inhabitants were believed to be the earliest settlers of the Salem area.



Maxine Banks, environmental specialist, examines a detailed map of the Lake Abert project.

Parks close for the winter

While a handful of Oregon State Parks remain open to camping year round, the vast majority are given an opportunity to rejuvenate during winter months. It's a welcome respite; a time for parks to "catch their breath", and a time for staff to make facility repairs and improve personal skills.

For Thelma Story, clerk at Detroit Lake State Park, the day to day assignments may change, but the principal thrust remains: prepare for next summer's camping season.

Story, a 13-year parks veteran who resides in Detroit, about two miles from the park, said the actual closure process follows a well defined procedure.

Closure schedule

Water lines are drained and anti-freeze used where necessary, while faucets are removed from outside taps. Electricity is turned off in all areas to be shut down, and paper products are removed from store rooms to discourage rodents. Such supplies are placed in attended shop areas for the winter.

Firepans at each camping site are cleaned, and repaired or replaced if necessary.

Generally, the closure process begins not long after Labor Day. Parts of a park can be closed off without affecting overnight camping capabilities in other sections of the same facility. By late November, for instance, there were only 37 camping spaces still in operation at Detroit Lake. That is a small percentage of the total sites available there during the summer.

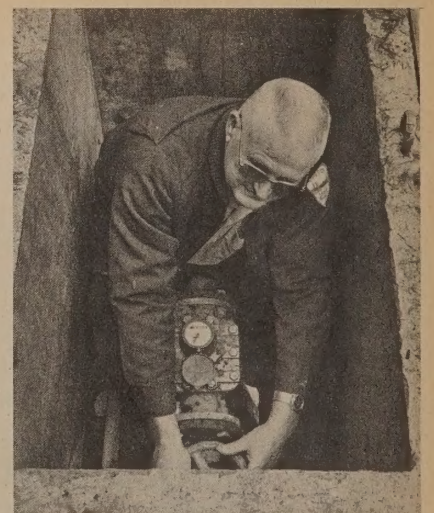
Winter duty is not necessarily standard for all employees. Story, for instance, will take charge of cleaning up buildings in a pair of day-use facilities which will remain open. In addition, beginning the second Monday in January, she will begin processing reservations for the 1981 camping seasons.

At other parks, personnel will make sure picnic tables are standing on end to prevent rot. Bolts will be checked and replaced if necessary, which involves taking a look

at about 20 bolts on each of approximately 12,000 tables.

Boat ramps and docks need to be repaired, as well as bridges and fences. Power outlets must be checked, lightbulbs replaced, supplies inventoried, lawnmower blades sharpened, and equipment serviced.

In-service training is also a part of the winter schedule. Rangers and managers improve technical skills with courses on topics such as



Wayne Kruckman, park foreman, shuts off the main water valve for the winter at Detroit Lake State Park.

carpentry, small engine and equipment repair, welding, and auto mechanics. Management workshops are offered and field staff members are re-trained in first aid and cardio-pulmonary resuscitation (CPR).

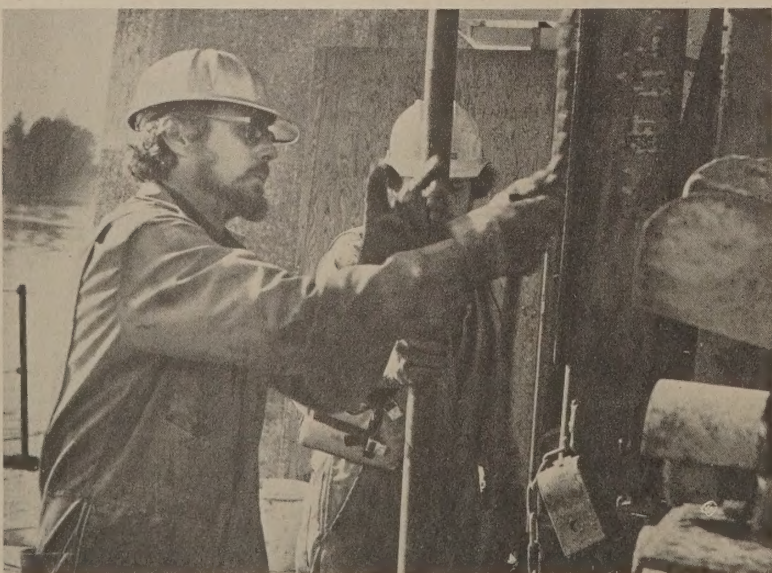
While staff members labor, the parks rest. Damaged trees and shrubs scar their injuries and send out new shoots. Ground cover begins to appear again around campsites and picnic areas worn bare by overuse. Leaves, needles and other debris discarded by dormant trees and shrubs carpet the park floors. If left untouched over the winter, the duff will decompose and enrich the soil.

As spring approaches, the park crews again begin the cycle, preparing for the arrival of the first of 35 million annual visitors.

Pass closes; winter 'official'

McKenzie Highway (ORE242) Pass, one of Oregon's most scenic routes, was closed to traffic for the winter, Nov. 14, according to Larry R. Asbury, highway district engineer in Eugene.

The highway was closed because of snow in the area. The route is primarily a scenic one with little through traffic, and no effort is made to keep it open during the winter.



Sampling on the floor of the Willamette River last month marked the start of work on the Center Street replacement bridge in Salem. Chuck Fish, left, and Dell Dumire, of the Region 2 drill crew, took samples from 100 foot depths under the present Center Street Bridge. Construction is expected to start in 1981.

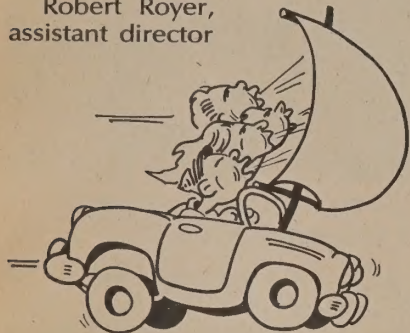
Legislature to review large energy package

By Doug Roberts
Energy Information Officer

When the 1981 Legislature convenes in January, it will consider the largest package of transportation energy-related bills submitted in Oregon's history.

Bills pertaining to ridesharing and public transit have been prepared by ODOT staff, with the aid of the Department of Energy, the Governor's Transportation Energy Conservation Task Force, the Senate Interim Energy Task Force, Department of General Services, the Public Utility Commissioner, and other groups.

Robert Royer, assistant director



for Policy and Planning; Dennis Moore, Public Transit Division administrator, and Joe Speight, energy planning engineer, represented ODOT in the preparation of the transportation energy "package" that has received support from Governor Atiyeh.

Funds for promoting ridesharing on a statewide basis have been included in ODOT's 1981-83 biennium budget. The \$288,509 budgeted may be offset by a \$225,000 grant from the Federal Highway Administration's ridesharing program.

Briefly, the bills are:

Barriers to Ridesharing--The first

bill would remove ridesharing from motor carrier regulation and remove injuries received in voluntary ridesharing arrangements from worker's compensation. It would forbid local jurisdictions from discriminating against ridesharing arrangements when imposing permits, taxes, or licenses.

The second bill would permit state and local government employees to use government vehicles for ridesharing by dealing with liability and insurance issues.

Special Events Buses--This bill would allow regular and irregular route carriers to run buses to special events and sell tickets on an individual basis, rather than offering only group charters as is currently permitted.

Exclusion from Income--This bill excludes from declared income on state personal income tax returns payment received for providing transportation in a non-profit ridesharing arrangement and bus fare, or rideshare subsidies received from an employer.

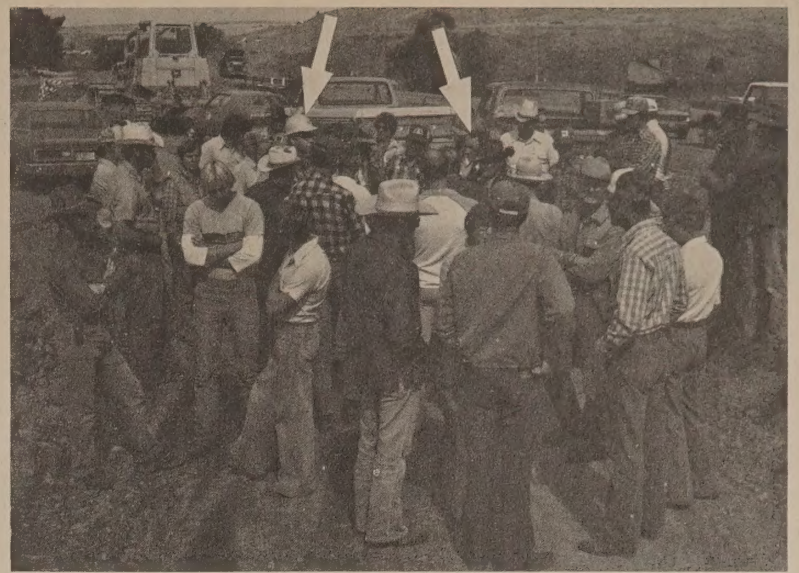
State in Lieu of Payroll Taxes--The state, as an employer, would provide \$7 million to transit agencies in Portland, Salem, Medford, and Eugene "in lieu of payroll taxes" currently not paid by the state.

DRIVE SMARTER TIP

Moving Out from a Stop

When accelerating from a full stop, the most fuel-efficient way is to move out briskly and steadily. The quicker you reach your car's most efficient speed range--usually 35 to 45 mph--the better your fuel economy. But don't floor it. Jack rabbit starts are for dumb bunnies.

This tip will save one or two cents on every gallon of gas.



Enterprise Wallowa County Chieftain photo.

About 60 ranchers and log truck drivers gathered at the site of a highway construction job on ORE82 between Enterprise and Joseph recently to negotiate an on-the-spot design change with Resident Engineer Joe Schlitzky and Region 5 Construction Engineer Bob Hector (arrows). Highway Division plans for the reconstruction job included closing a direct access to Crow Creek Road, and routing traffic over another nearby local road. After a brief huddle, Hector and Schlitzky agreed to keep both accesses open. Citizen involvement, Eastern Oregon style, carried the day.

'Future' study approved

The Oregon Department of Transportation's Office of the Future Committee, established in May to study trends in office automation equipment and procedures, has turned in its report and recommendations to Assistant Director Fred Miller.

Committee chairwoman, Jean Hardin, said the recommendations encompassed a wide range of office and communications activities. She said they range from specific suggestions on how the Department's existing word processing equipment might be more efficiently utilized, to long range goals of compatibility between word processing, data processing and

the evolving statewide microwave network.

Miller said he was supportive of the entire package and would begin immediate implementation of several recommendations relating to use of existing equipment. He said the report is being circulated to Department and Division managers for discussion and suggestions on implementation of medium and long range recommendations.

Hardin said a summary of the report and recommendations would be available for distribution throughout the Department in December.

Residents raise matching funds

Residents adjacent to I-205 near Mount Scott are paying one half of the local match on a million dollar project now underway to cut down noise from the freeway.

The unique financing arrangement evolved over a three year period after federal regulations permitting noise mitigation projects along freeways were enacted in 1976.

The Mount Scott section of I-205 was completed in 1975, before the new laws were in effect, however, and retroactive funding of noise barriers was not allowed.

After complaints about excessive noise from the freeway were verified by tests, residents banded together to find some means to get a noise barrier built.

In March of 1979, residents came before the Transportation Commission and proposed a combination earth berm and wall from Lester Street to 92nd Avenue, a distance of 2,730 feet. They also promised to pay 50 percent of the local match, which amounts to 8 percent of the total cost on federal interstate projects.

In August of 1979, the Commission approved up to \$1 million for the project, so the neighborhood share could reach \$40,000.

Changes improve efficiency

Mailroom employs many methods to service state

The following is part of a series describing the different sections and functions of ODOT.

Neither rain nor shine stops the U.S. or ODOT mail services from making their appointed rounds.

From the basement of the Transportation Building in Salem, the ODOT service distributes mail to agencies across the state, takes care of orders, pickups and delivery of offset printing requests for field offices, and handles all U.S. mail and UPS packages in ac-

cordance with U.S. postal regulations.

A shuttle delivers and picks up mail from the different offices and agencies in the Salem area, while a mail cart wheels around the transportation building four times a day delivering and picking up mail.

Jaycene Diggs is the new supervisor of the mailroom. Diggs started in the mailroom as a Laborer 1 and worked for a year addressing envelopes and sorting mail.

Then, on a job rotation assign-

ment, she worked as an Engineering Aide in the Graphics section for four months. During that time, Bud Bibelheimer, office services manager, said he realized Diggs had some qualities he had not previously recognized, and asked her to come back to the mailroom as the supervisor.

Diggs described the mailroom as a place with constant pressure because of the daily deadlines. She said there is always mail coming in, mail to deliver, mail to be picked up, and decisions to make about how to handle the mail.

"But I like the pressure," Diggs said. "I'm not happy unless I have some kind of pressure. It's just a matter of things being in a certain place at a certain time."

Diggs said some changes coming to the mailroom will help to improve service even more.

The addressograph, a machine which makes metal plates for the 30 different address lists the mailroom keeps on file, will be replaced with a computer.

Diggs said the mailroom has been slow to revise the lists because of the effort involved. With a computer, the lists can be updated much more quickly and efficiently.



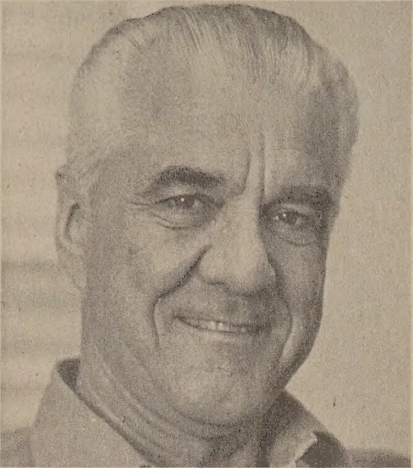
Jaycene Diggs, mailroom supervisor, sorts the mail to be distributed within the Transportation Building.

CANDID COMMENTS



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

QUESTION: Should ODOT employees be allowed to read VIA during working hours and why?



**JOHN BOND, HWY
Maint. Services Engr., Salem**

Yes, I think so. There is considerable information in it that is department and work related that we want and encourage employees to know and understand. They should be able to take time to read it as long as it is with reason--a few minutes--because it is not a big publication. I read it on company time.



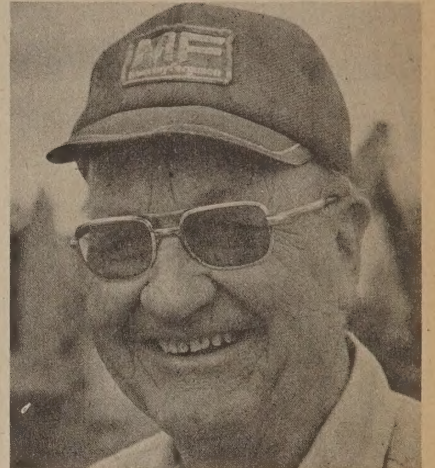
**DONNA McDONALD
Admin. Assistant, Salem**

Yes, because VIA is a tool to bring ODOT and its divisions to the individual employee. VIA informs us about programs and projects and applauds our successes. It is an effective and positive means of communication.



**CHARLES CLOSE, HWY
Electrician, Salem**

I don't see why not. It's our paper and it doesn't hurt anything. It doesn't take that long to go through.



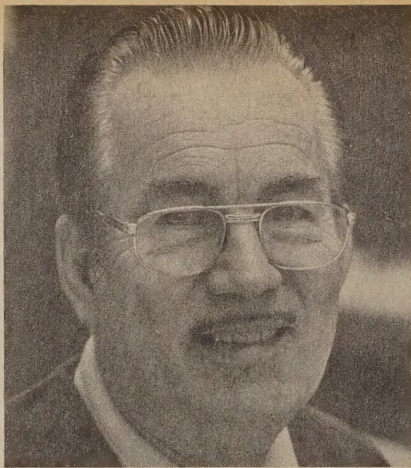
**FLOYD CRUMMET, HWY
HMW 3, Lakeview**

I think they should be able to read it, although they shouldn't take time off to do it. But it should be in the shop so they can pick it up and look at it when they have time.



**AUDREY NEILSON, DMV
Computer Programmer, Salem**

I think they should be able to read it if it's work related, and it's not interfering with their schedules, because it will inform them.



**JOE BACH, HWY
HE 3, Salem**

Yes, I do, because it is informative and most of the information deals with our work and our work habits and it should be allowed. We read it on our coffee breaks, and if that's considered company time, then yes. There is a lot of important information in it.



**MEL BROWNLEY, HWY
Equip. Supply Super., Salem**

No, I don't think so, because even though it is an official publication of ODOT, it could easily be misconstrued to be any other paper. In any department office which serves the public, you have people coming in, and if all the employees are sitting round reading VIA, the taxpayers would not get a very favorable impression of how their tax dollars are being spent.

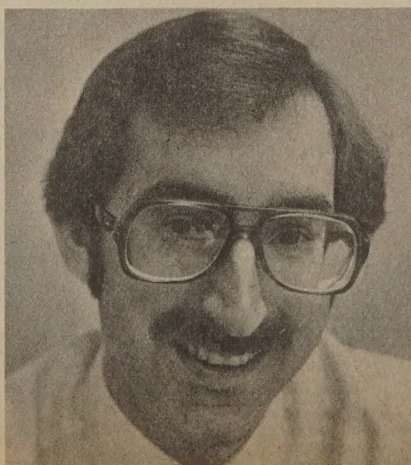


**JAN SHEARER, PARKS
Clerical Specialist, Salem**

Yes, I think so, because it relates to their jobs and the agency they work for.

**RICK HEITKEMPER, PUBLIC
TRANSIT
Transit Planner, Salem**

Yes. If the Department of Transportation feels that it's important enough to provide the paper, then I feel it is important enough for employees to read during work hours.



**BOB SCHROEDER, HWY
Asst. State Engineer, Salem**

Yes, I do, as long as it is no more than 10 or 15 minutes, because it is time well spent. VIA is, and has been, an excellent way of transmitting information about ODOT. It is advantageous to management to have employees learn this information. It brings to their attention the various activities of the department, and helps them understand the far reaches of the department as a whole.

People Page

Moving up the ranks

CONGRATULATIONS

The following ODOT employees were promoted recently:

Richard L. Bauman, Park Operations Foreman 1, J. M. Honeyman State Park, to Park Manager B, Collier Memorial State Park.

Ferris R. Cornelius, Engineering Tech. (ET) 1, Salem, to ET 2, Milwaukie.

Leon H. Gunderson, Highway Eng. (HE) 2, Portland, to HE 3, Milwaukie.

Gary R. Hanford, Highway Maintenance Worker (HMW) 2 to HMW 3, Klamath Falls.

Susan Harchenko, Fiscal Coordinator 1 to Fiscal Manager B, Salem.

Rodger D. Jarmer, Right of Way Agent 2, Salem, to R/W Agent 3, Portland.

Gregory A. McCleod, Electrician, Salem, to Lead Electrician, Portland.

Katherine E. Neuharth, Sr. Programmer to Programmer Analyst, Salem.

Charles E. Turner, HE 1 to HE 2, Salem.

Mark L. Wills, ET 2 to ET 3, Salem.

Brenda Bonnett, Clerical Specialist to Administrative Assistant, Salem.

Suzanne Pichette, Clerical Specialist, Salem, to Motor Veh. Rep. 1, W. Portland.

Mary Todd, Clerical Assistant, Salem, to MVR 1, W. Portland.

Janice Walz, Clerical Assistant to Clerical Specialist, Salem.

Michael Ward, MVR 1 to MVR 2, E. Eugene.

Awards

Safe driving and work recognized

Three ODOT crews earned SAIF awards last month. They are:

Crew 141-03, Condon Maintenance Crew; 150,000 man-hours; Mark Phillips, supervisor.

Tillamook Work Program Crew; 50,000 man-hours; Carey J. Huckaba, supervisor.

Crew 142-30, District Extra Gang Crew; three years; William Hazelwood, supervisor.

Recipients of the Region Safe Driving Awards for the section crews accruing the best driving records for the period July 1, 1979, through June 30, 1980 have been announced. The winners are:

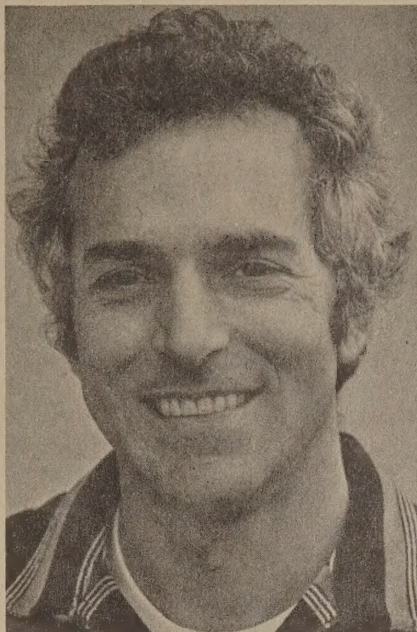
Urban Region, East Portland Section Crew; Richard H. Nelson, Jr., supervisor.

Rural, West of Cascades, Sandy Section Crew; Kenneth L. Juden, supervisor.

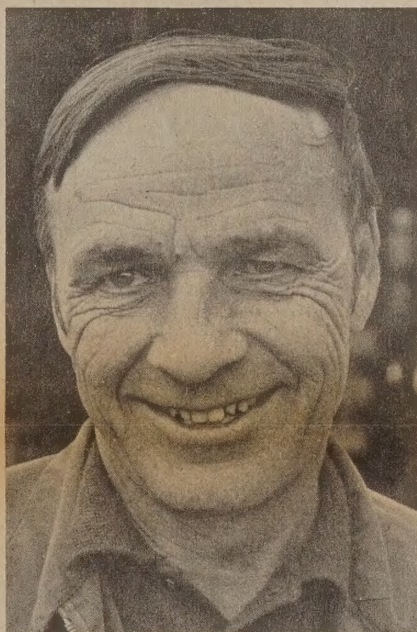
Rural, East of Cascades, Burns Section Crew; Tommy Swisher, supervisor.

Snow Region, Canyonville Section Crew; Fred Udey, supervisor.

Major Snow Pass, Warm Springs Section Crew; Earl H. Sears, supervisor.



Rodger Jarmer



Ferris Cornelius

We'll always remember...

VIA regrets to announce the deaths of the following ODOT employees:

Charles Willis, 85, an employee of the Highway Division for 30 years, died in Heppner on Oct. 28.

Willis started work with the state Highway Division in 1930. He retired in 1960 as a Highway Maintenance Worker 2 in Enterprise.

Frank Shinkle, 84, died Nov. 13 in

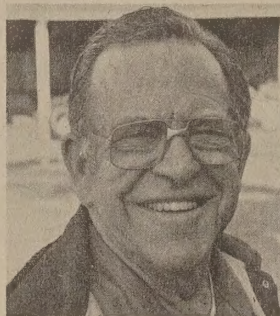
Salem.

Shinkle worked for the Highway Division for 35 years. He retired in 1962 as a Region 2 Highway Maintenance Foreman 1.

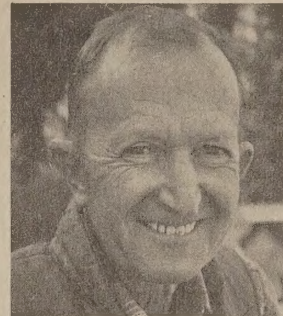
Ralph O. Brenning, 68, died Nov. 13 in Salem.

He was a Highway Division employee from 1965 until 1977 when he retired as a Highway Maintenance Worker 2 in Corvallis.

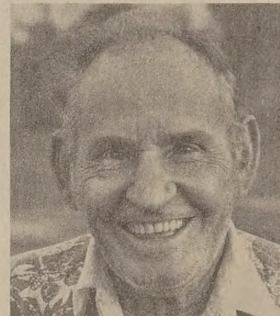
Retirements



Leland Curry



John Howry



Garrett Harker

The following ODOT employees will retire at the end of the year:

Arlene H. Fussell, Clerical Assistant, Salem; 12 years.

Joseph H. Bach, HE 3, Salem; 33 years.

Harold L. Martin, HMW 3, Ukiah; 15-and-a-half years.

Paul W. Nice, Storekeeper 2, La Grande; 35 years.

Daniel S. Barnes, Materials Testing Eng. 1, Salem; 25-and-a-half years.

George A. Krause, Highway Maintenance Worker 2, Grants Pass; 14-and-a-half years.

Donald W. English, Right of Way Agent 3, La Grande; 21 years.

Garrett J. Harker, HMW 2, Newberg; 33 years.

John "Bud" Howry, HMS C, Detroit; 43 years.

Leo L. Smith, HMS C, Newberg; 27-and-a-half years.

John A. Strahan, HMW 3, Grants Pass; 33 years.

George L. Warnstrom, HMW 3, Pendleton; 27-and-a-half years.

Lonnie N. Hughes, HMW 3, La Grande; 29 years.

Thomas H. Smith, Weighmaster Supervisor, Central Point; 26-and-a-half years.

Lyle E. Pearson, Highway Maintenance Supervisor A, Astoria; 30 years.

Noah O. Peterson, Highway Maintenance Foreman 2, Silverton; 15-and-a-half years.

Albert L. Reeves, Stores Clerk, Silverton; 13-and-a-half years.

Robert E. Lyons, Right of Way Agent 3, Portland; 13-and-a-half years.

Joe Oblack, Laborer 1, Molalla; 7-and-a-half years.

Robert W. Ore, Highway Maintenance Supervisor C, Klamath Falls; 13-and-a-half years.

Lee Roy Ryan, Highway Maintenance Worker 2, The Dalles; 16 years.

Garold V. Rogers, Highway Maintenance Foreman 1, Portland; 20-and-a-half years.

Aubry O. Green, Highway Maintenance Worker 2, Redmond; 14 years.

Lovell L. Yung, Materials Testing Engineer 1, Salem; 17 years.

Leland O. Curry, HMS C, Springfield; 40-and-a-half years.

Raymond G. Schubert, Highway Engineer 3, Salem; 30 years.

Newell B. Wilder, Personnel Officer B, Silverton; 20 years.

Mabel R. Wood, Key Punch Operator 2, Salem; 22 years.

Elias J. Eiguren, HMF 1, Jordan Valley; 35 years.

Robert E. Rennells, ET 3, LaGrande; 28-and-a-half years.

OH, DOTTIE!

By: Roy Priem



THEY SENT "VIA" TO MY HOME SO I BROUGHT IT TO WORK TO READ

On the job with Larry Jacobson

By Anna Browne Muzzall

Larry Jacobson moved to Oregon in 1962 from the snow country of Jackson, Wyoming. He brought his wife and son, a degree in landscape architecture, and a job offer from the Oregon Parks Division.

Today, Larry, 42, is still with the Parks Division, as Assistant Park Administrator of the Design and Engineering section.

A love of the outdoors is one of the reasons Larry enjoys his job. He was a competitive downhill skier during high school, and frequently traveled east for ski races. He was picked as a first alternate to train for the 1960 Olympic ski team.

While earning his degree at Utah State University, Larry says he often took quarters off to work at whatever job he could find. Some of these jobs led him to driving trucks, working for the forest service, and wrangling on ranches. He says almost everything shut down in the winter, except the ski slopes.

Larry has been skiing for 37 years, and coaching a ski team for the past 15 years. But he gave it up last winter.

"After I had been coaching and teaching for so long it wasn't fun anymore," Larry says, although he still holds his instructor's certificate.

Now, Larry concentrates on his horses. He and his wife, Carol, buy horses and train them during the winter for horse shows in summer.

Park planner

Larry started in Parks as a landscape architect, and was promoted a few years later to park planning and design supervisor.

He says he is still supervisor, only the planning and design unit was eventually combined with the engineering unit, and he was given a few more responsibilities.

As Assistant Administrator, Larry coordinates the efforts of master planning and design, engineering, forestry, and the ocean shores program. He does all programming and budgeting for construction of new parks and rehabilitation of existing park facilities throughout the state.

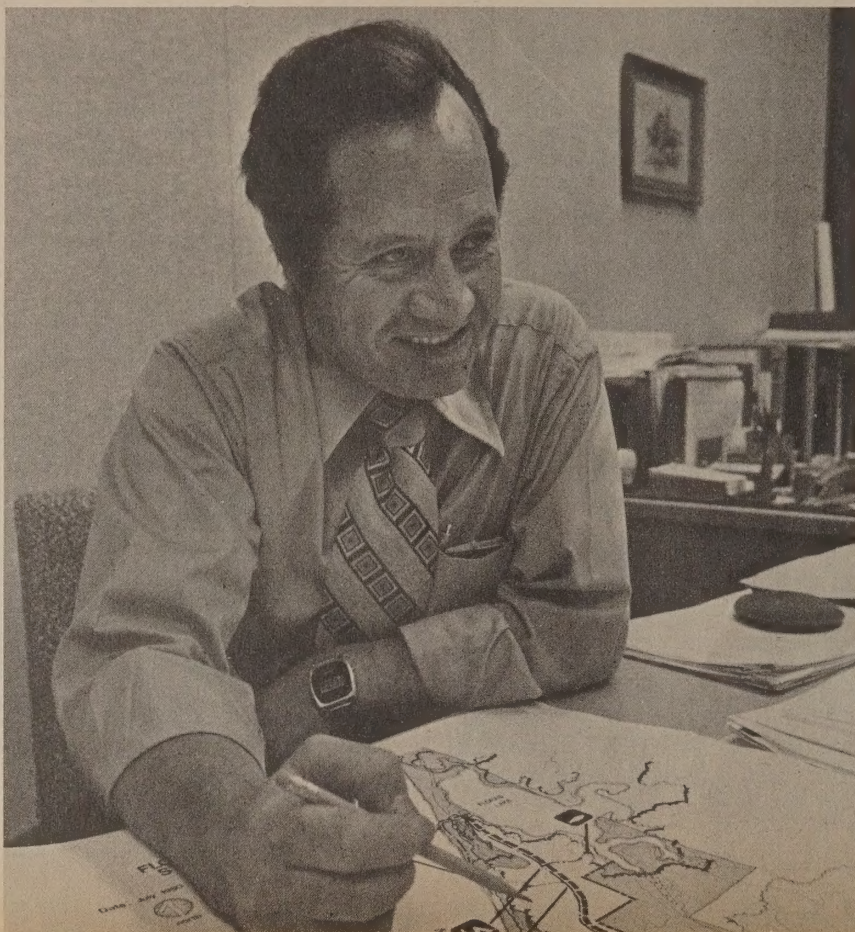
"We do things like put up new

buildings and put in water systems to keep up with federal requirements," Larry says.

When he is out in the field, Larry

nium.

In explaining the problem of park closures, Larry tells how the system began in Oregon.



Larry Jacobson, Assistant Administrator of the State Parks Division Design and Engineering section, goes over the master plan of Cape Blanco State Park in Curry county.

makes sure things run smoothly between park workers and the engineering staff. He schedules projects, makes sure all the proper permits are secured, and sees that plans are followed correctly.

"I get out in the field frequent-

He says years ago, where people used to stop along the side of the highway to get a drink, his division put in a toilet and a picnic table and it became a park.

"Our role in providing water stops for the highway traveler may

'You can only tighten your belt so far before it really hurts.'

ly," Larry says, "and I try to make at least one tour a year to each park region."

Larry's role of instituting new park facilities may change soon as some state parks fall victim to budget cuts. He says some parks may close within the 1981-83 bienn-

not be the same as it used to be," Larry says. "It's got to be an issue you review. Is it just a rest area, or are there other considerations, such as natural resources or beauty, above and beyond that?"

"Oregon has a large number of parks, which originally began in

concert with the needs of the highway traveler," Larry says. "But they are fairly small and uniformly scattered around the state, and this system is a difficult one to maintain and manage, as opposed to, let's say, a system of several large parks."

"With the budget forecasts, it is highly likely there will be some scaling back," Larry says. "You can only tighten your belt so far before it really hurts."

Larry says the decision to close a park is a collective one. He and several regional supervisors and administrators will consider which parks to close.

Some of the factors they will look at are:

- cost per visitor of the park;
- can it be closed without vandalism; and
- are other parks nearby to serve the recreational needs of the area?

High standards

He says if parks are kept open, his division wants to maintain the high standards which people have to come to expect, rather than run a mediocre program statewide.

"We are going to look at the feasibility of it and the long-term impact," Larry says. "Really, it is going to just depend on the individual park."

Larry says the role of the state park is changing, with more parks being developed closer to population centers.

Under the current budget crunch, money for acquisition of land and park construction was eliminated. "It doesn't make sense to buy land and build new parks, if you can't keep open what you've got," Larry says.

However, the Parks Division keeps an eye open for any land which would lend itself to park development in the future.

Larry says this is one of the major rewards of his job. He says it is very satisfying to see a park begin as an idea, to watch it develop through the planning and construction phases, and then actually see people using the facilities.

Larry enjoys creating parks for people to use. He brings his love of the outdoors into the office. With him behind the drawing board, park planning and construction will continue for a long time.

Retirees let us know what's happening

No trouble adjusting

ELBIE "BECK" BECKMAN, 1440 Norway N.E., Salem, OR 97303. Retired 1977.

"I'm having no trouble adjusting to retirement," says Beck. "I'm enjoying my free time keeping up the yard, garden, and house."

He has also been helping his son, Bob, get settled into his new home in West Salem.

He says he keeps up his golf game at McNary Golf Club, and manages a trip to the coast once in a while. "I don't seem to make those long trips anymore."

He had a good visit last summer with retiree Clint Deyo, former

chief weighmaster, and his wife at their new home in Depoe Bay. He says Clint is quite a fisherman.

Currently, he is re-roofing his house. Asked if he was the roofer, Beck said, "No, I'm the payer."

Summer school

CHARLES R. ROSS, 34824 S. Barlow Road, Woodburn, OR 97071. Retired 1975.

Chuck says he and his wife, Edythe, "are happy to get VIA, and keep up with who is coming out and who is going up. It's like meeting and talking with old friends, even if the conversation is one-sided."

Building a new house, and cleaning up his 11 acres near Woodburn, has kept Chuck pretty busy since retirement.

During the past two summers, he has attended Chemeketa Community College, learning to process and print color negatives and slides. "I'm having the time of my life making pretty pictures," he says.

Chuck worked 25 years for the Highway Division. His wife and son, Steve, also worked several years for Parks (Region Supervisor Al Zimmerman, retired) in the Bend area before moving to Woodburn.

Steve recently earned his Ph.D., and is now teaching at Marquette University in Milwaukee, WI.

A trip to Milwaukee to see his two granddaughters is no doubt high on Chuck's summer agenda.

Emphysema restrictive

MILTON L. MARSH, 3660 Pine St., Florence, OR 97439. Retired 1977.

Milt says "overall" he is doing pretty well.

He says he was just barely getting by when he retired in 1977 as a maintenance worker for the Highway Division in Coos Bay. A bad case of emphysema restricted his activities, and still does, he says.